# THE MARINE RECORD

*DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.*

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Det Bel Isle & Windsor Ferry Co 68

## *AROUND THE LAKES.*

CLEVELAND.

The Cleveland yacht club hold their annual racing sports on Monday, Sept. 10th.

Fred Ballon, the draughtsman at Frank Wheeler's ship yard, West Bay City, was in the city Tuesday.

Messrs. Grover & Son have taken the contract to fit out all of the new steamers for the Northern line.

Captain John Swainson has connected himself with the MARINE RECORD as associate editor in this city.

At a meeting of the Cleveland yacht club, held last night, it was resolved to issue 400 shares at $25 per share.

The steamship Northern King was only four months building, that is to say, from the time her keel was laid to the date of her launch.

The propellor Spokane, coal laden, bound up, struck at the mouth of Detroit river and returned to this port leaking. She will be docked here.

The Brown hoisting and conveying machine company have just completed three new hoisting machines for the N. Y. P. & O. ore docks.

The launch of the Northern King from the Globe Iron dock yard foots up a total of five new vessels put in commission this season by the firm.

Captain Goodwin informs us that the members of the life saving station will give an exhibition drill on Monday, Sept. 10th, at half past three.

The new fish boat, built by Devney at Ashtabula, has her engine and boilers in place and will be ready for her trial trip on Saturday or Monday.

The Michigan Central ferry boat, the keel of which was laid a short time ago, is steadily advancing toward completion at the yards of the Cleveland Shipbuilding company.

Vessel owners advanced wages of firemen, wheelsmen, lookouts on steamers and cooks and seamen on consorts to $37.50 per month. The wages of deck hands on steamers are advanced $20.

The steambarge Hiawatha was damaged by fire early Monday morning. Her boiler house was burned so badly that it will be rebuilt. Captain McArthur had his hands and feet badly burned.

Messrs. Upson, Walton & Co. have furnished American ship windlasses and capstans, and Williamson Brothers steam steerers for the steel steamers built by the Globe Drydock company for the Northern line.

The propeller Hiawatha, owner by C. H. Lane of Buffalo and W. R. Burt of East Saginaw, took fire in this port early Monday morning. She will need a new boiler house. Captain McArthur's feet and hands were burned in an effort to get down the steamer's hose.

Captain Davis, master of the new steel steamship Scranton, reported ashore last week by the dailies, only slightly touched bottom in passing through the canal, caused by the low stage of water at that point.

The steel steamer Spokane entered Miller's drydock on Wednesday afternoon to have a small leak stopped; by working on her during the night it is expected that she will be ready to come out this morning.

Although it is claimed that $1,65 has been paid on one cargo of Ashland ore, at least two boats were chartered here at $1.60, but their names were not given out. The Marquette rate is $1 40, Escanaba $1.20. The demand for Lake Michigan coal tonnage exceeds the supply on account of the number of boats going up light, but rates are no higher. Charters, schooners Lamb, Point Edward, 40 cents; St. Clair, Huron to Bay City, 40 cents; American Giant, Kelly's Island to Marquette.

The employes of the Brown hoisting and conveying machine company held their first annual picnic at Cottage Grove lake last Saturday. About 500 people enjoyed a most interesting program of contests for prizes, and the splendid weather added to the full intention of every one to thoroughly enjoy themselves making the occasion a bright spot in the lives of a number of our city's bread winners. The employes of the Acme machine company from Akron, also participated in the sports of the day and met with a fair share of success in carrying off prizes. The last contest of the day was the tug of war between ten sailors picked from the company's works at the dock and the same number of men from the machine shop. After an exciting and hard struggle the prize was awarded to the shop hands.

Captain Edward Henderson and wife lost their lives on Lake Erie, last Monday. Captain Henderson was the commander of the schooner Colonel Cook, which was being towed to this port by the tug Sweepstakes. When off Lorain Henderson discovered that his boat was sinking. He gave the alarm to another schooner in the tow and lowered the small boat for the purpose of boarding the companion vessel. Just as the captain and wife stepped into the yawl the tow line connecting the Cook with the tug was cut and the schooner broached off into the wind. The small boat was upset and both occupants the drowned. The Colonel Cook is one of the unluckiest boats on the great lakes. More than twenty years ago, under the name of the Augusta, she ran down the Lady Elgin on Lake Michigan, causing the loss of 400 lives. The feeling was so strong against the boat that her name was changed to the Colonel Cook and she was taken off Lake Michigan to prevent her demolition at the hands of the friends of those who perished on the Elgin. Since then she has had numerous mishaps and has come into port once or twice in a sinking condition.

An accident which grew out of the competition between competing lines for tows happened Sunday afternoon, and resulted in the loss of the tug Forest City. The latter tug and the tug John Gregory went out as usual, and the two seem to have sighted two vessels destined for this port about the same time. The one was the lumber carrier, Conrad Reid, and the other the ore schooner, Constitution. Both tugs endeavored to get the line of the latter craft, and in their hasty movements to do so came into sharp collision. The coming together knocked a hole into the bow of the Forest City, and it was soon discovered that she was sinking. The affair happened, as near as can be estimated, about nine or ten miles from this port and about seven miles from shore. As soon as it seemed certain that the Forest City would go down the crew escaped to the Gregory with what appliances and effects they could, a line was passed to the Gregory and an effort made to tow the Forest City ashore She had been towed about three miles toward land when she went down in nine fathoms of water. A buoy was placed to mark the spot where she sunk, and the whole party came back to the city, bringing also the schooner which had been such a "bone of contention." The Forest City is valued at $10,000, isowned by M. A. Bradley, and like the rest ofthe Bradley fleet was not insured. An effort will undoubtedly be made to raise the sunkentug, and it is possible also that the whole disaster maybe investigated. That a collision should occur between two vessels, completely under control, and on a fine, clear day with plenty of sea room, seems to point to gross negligence and a total disregard of therules ofthe road. We believe that a full investigation into all the circumstances that led to the accident would reveal an amount of recklessness, scarcely to be tolerated in the handling of valuable property, and it would only be proper for the originator of the mischief to meet with his or their just deserts, and in the interests of navigators it is to be hoped that a full and complete inquiry will be set on foot at an early date.—[ED.]

It was reported that a number of Cleveland boys proposed to present themselves for examination as candidates for admission on the Michigan to learn what they would do after they had been enlisted. A steam launch plies between the ship and the dock at the foot of Superior St. from 6 o'clock in the morning until midnight, for the convenience of the officers and crew. Lieutenant Commander J. J. Hunker, when asked concerning the inducements offered boys to join the navy, cheerfully explained the details of the apprentice system. In response to an inquiry he said that during the present cruise nineteen boys had been enlisted. Nearly three hundred candidates presented themselves, but a large majority of them were unable to pass the physical examination. The first requisite is that applicants must be between the ages of fourteen and eighteen years and that they must be physically perfect. There has thus far been but one candidate from this city, and he failed to pass the examination owing to a defect in one of his eyes. It was the second time he had been examined, and the boy's mother strongly urged Commander Henry F. Picking to take him, but her pleading was in vain. After their enlistment as seamen the young men are available for pensions and the fact that they will be required in active work to stand a life of exposure makes it necessary that they should be without physical defects. Enlistment is impossible without the consent of parents or guardians. Seventeen of the boys who have been enlisted on the Michigan departed for Newport, R. I., yesterday afternoon, under the charge of ensign Harry Kimmel. On their arrival they will be placed on board the training ship New Hamsphire, which is permanently stationed at Newport, where they receive six months' instructions. They will be instructed in English studies and the rudiments of seamanship. At the end of that period they will be transferred to cruising training ships, probably the Constellation or Jamestown, and taken to Europe. It is customary to spend the winter in the West Indies, and the summer in cruising along the American coast. Lieutenant Commander Hunker stated that the desire was to make the lives of the boys as agreeable as possible and encourage them to strive for advancement. On board the New Hampshire the three departements of instruction include seamanship, gunnery and English, and each department is in the charge of a commissioned officer.

Meteorological summary for the week ending Septembe 4, 1888:

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|---|---|
| Mean actual barometer | 30.02 |
| Mean temperature | 66.1 |
| Mean humidity | 68.0 |
| Total precipitation | .01 |
| Prevailing direction of wind | S. |
| Total wind movement | 953 |
| Av. cloudiness | 2 6 |
| Av. state of weather | Clear. |
| Max. temperature, highest | 83.1 |
| Min temperature, lowest | 49.0 |

W. H. HAMMON, Sergt. Sig. Corps, U. S. A.

DETROIT.

*Special to the Marine Record.*

Horace B. Peck, of the firm of Parish Bros. & Peck, electricians, was in the city Tuesday. Mr. Peck, who lives in Allegan, Mich., reports business at that place prosperous and the mills going full blast.

Mr. L. Laird, a well known Central Michigan conductor, spent a pleasant time this week getting acquainted with his family.

Gen. O. M. Poe said that no one deplored the condition of the St. Clair Flats canal more than himself, and that he would do all in his power to remedy it. "However," he added, "the vesselmen on the lakes know that there is only sixteen feet of water in the cut, as my report of 1887 will show. A portion of the report in regard to the dredging says: 'In 1873 the channel was deepened to sixteen feet by dredging for a width of 100 feet on each side of the axis of the canal, or a width of 200 feet in all, being thus limited by the fact that the sheet piling intended for a depth of thirteen feet had not sufficient penetration to admit of dredging to sixteen feet for the full width of 300 feet." It will be seen that if the channel was deepened to sixteen feet for its full width that, the piling in either side being short, the whole structure would give way. In 1886 congress made an appropriation of $18,000 for new piling to be placed in the canal that would admit of its being dredged to a depth of twenty feet. It is estimated that the cost of new piling complete will be $200,000. This year congress appropriated $75,000 to be expended on the canal and the Grosse Point bar. Congress left it to the discretion of the engineer as to whether the funds should be divided or the whole amount expended upon the canal and the Grosse Point bar be allowed to wait over until next year. Gen. Poe favors putting the entire sum upon the canal, as it would go far toward completing the work already begun, while that sum upon the Grosse Point bar would be merely a drop in the bucket, as it is estimated that it will take $500 000 to complete the work at that point. Gen. Poe would like to have an expression of opinion of the vesselmen of the lakes on the subject as he is most anxious to do what is best in furthering their interests.

The Corsica which went on at the flats released herself and passed down. At this writing the only boats on are the Volunteer, Elfinmere, Kittie M. Forbes, and consort and Mabel Wilson.

Mr. Horace B. Peck, of the firm of Parish Bros. & Peck, who lives in Allegan, was in the city today. Mr. Peck reports business good in his town and all the mills going at full blast.

The contract made by Senator Palmer and Messrs. Livingston under the name of the Percheron transportation company consists of one composite steamboat 280 feet on the water line, 42 feet beam, 22 feet 6 inches depth of hold, capacity estimated at 2,500 tons on 15 feet 6 inches draft.

During the past week there have been several inquiries for new steamboats, and it will not be surprising if several orders are placed before the 15th.

The two sister ships, Hudson and Harlem, than which there are no finer vessels afloat, left this port together bound to Buffalo, the Harlem grain laden. Their down trip will be watched with much interest.

At Springwell's drydock all hands are busy, but there is nonew work under contract.

At Detroit drydock the ferry steamer Algomah is being repaired, her engines having given out some time ago. During the trouble with her machinery a tug was used as a substitute for her broken side wheel. She will be ready for business next Tuesday. The steamer Glasgow is undegoing necessary repairs. The steamer Morris B. Grover, which was last week docked here, caused some disarrangement of timber in the drydock and they have been under the necessity of putting in some new work, owing to the fact that the Grover had too much beam for the dock to accommodate her.

The new steamboat J. Emery Owen was in port this week coaling. Her appearance was excellent, and she is one of our first-class bottoms.

Mr. Thomas Bristow, the superintendent of construction at the Cleveland Shipbuilding company, was in the city Tuesday. It was the purpose of Mr. Bristow to visit his wife at Wyandotte, but on arriving there he learned that his wife had departed for Cleveland to visit him. On this account his visit was cut short.

The steamer City of Cleveland accommodated the dudes of the Detroit police force on Tuesday evening. It is their purpose to worst the Cleveland police officers in a game of base ball. We must say that in their white plug hats and penitentiary coats they made a fine appearance on going on board the boat.

Among other orders the Eagle Iron works have recently furnished duplex pumps for two of F. W. Wheeler's new boats, 26 by 6. These pumps, as will be seen by advertisement on another page, are reckoned amongst the best in the country.

Mr. Mart Parish, who is the inventor of the electric signal bell system, has a pacer which did not enter the Detroit races this season, but is good for any position he can win.

Mr. F. W. Wheeler, of West Bay City, was in the city Tuesday looking after bids for four new steamboats that he has contracted to build at West Bay City. However, he has made no engagements with Detroit firms. It is said that the boilers for all of these boats will be built in Buffalo.

A new marine company has been incorporated at Detroit named the Percheron Steam Navigation Company. Senator Palmer is the leading stockholder. The company has contracted with the Detroit Dry Dock Company for a composite steambarge of two thousand tons capacity, costing $175,000, and to be ready for service on the opening of navigation.

The Corona struck some obstruction in the channel at Grosse Point, causing a leak so serious as to compel her to stop here and make repairs. The work is being done by a diver.

Senator T. W. Palmer, William Livingston, jr., and William A. Livingston are the members of the Percheron steam navigation company of Detroit. They are the gentlemen who have contracted for a composite steamer. The steamer Thomas W. Palmer and consorts are chiefly owned by the same people. The peculiar name of the company comes from the fact that Senater Palmer is one of the extensive breeders of Percheron horses in the country. It is supposed other boats will be added by the company to its fleet.

MILWAUKEE.

Special to the Marine Record.

The new barge John Rugee made a trial trip in the bay Saturday p. m., and everything worked as well as could be expected. She left the same night for Chicago, where she loaded 63,700 bushels corn for Buffalo.

The Bangs wheel has been taken off of the tug Evensen and the old one put on.

The schooner Jessie of Port Huron was towed in Sunday waterlogged, she having found the bottom at the Beavers.

The Davidson got away Monday, after receiving a new shoe and rudder.

The barge Wolf makes a pretty large tug. She having towed the Davidson up from Cleveland, brought her into the dock and winding herself, put off for Escanaba, and all without any assistance, a pretty good performance for such a large boat.

Thomas Davidson, of the firm of W. & D., has been quite ill for several weeks, but is slowly convalescing, and will probably be around again soon.

It looks like a prosperous season after all, and many marine men fear another avalanch of new boats.

Wolf & Davidson's new boat is part in frame, and will probably be in the water in thirty days.

The tug Merrrill is receiving a new crank and other minor repairs.

The schoonar D. G. Fort is loading 23,500 bushels of wheat at Milwaukee for Chicago at 1 cent. This is to cover a short who purchased cash wheat there 3 cents below the Chicago market and thus save 2 cents. It is also the shipper's option to send the cargo from Chicago to Buffalo at 3½ cents.

The Scranton was in for a short time last Saturday, but did not stop long J.

WEST BAY CITY.

*Special to the Marine Record.*

At F. W. Wheeler's yard a scene of activity prevails. There are now under contract three steamboats under construction for Gratwick & Co., the dimensions of which are as follows: Length on water line 280 feet, beam 40 feet, moulded depth 23 feet. These three steamboats will be provided with triple expansion engines 19, 30 and 52 by 45, and the boilers will be 12 by 12 feet.

Mr. Wheeler is also building a 2,000 ton steamboat for Mr. Eber Ward's line, her length is 250 feet, beam 40 feet, and moulded depth 18 feet, her engines will be triple expansion 20, 32 and 54 by 42 and two boilers 12 by 12 will supply steam.

The work af Mr. James Davidson's yard on his new enterprise is progressing speedily, and later your corrospondent will send in dimensions and other details of the new work. SPECK.

HURON.

The steambarge Handy Boy, owned by the Kelley island lime and transportation company bound from Kelly island to Cleveland, burned and to the water's edge Tuesday evening. Quite a heavy sea was rolling and the captain, James Bennett, ran into this port for shelter. The fire was discovered about 10 o'clock and in a very short time the flames were beyond control. The boat was valued at about $12.000. The insurance is unknown. The cargo consisted of about 2,300 barrels of lime.

## WHY IS THE INTERNATIONAL MARINE CONFERENCE DEFERSED?

It is some time since a bill was passed by both houses of congress authorizing the President to appoint commissioners to an international marine conference to be called for the purpose of devising an imposing system of signaling at sea. We presume, however, that no further delay need be apprehended, now that the necessity of prompt movement in this matter has again been emphasized by the collision of the Geiser and the Thingvalla, resulting in the immediate sinking of the former vessel, and a dreadful loss of human life.

Although the expedency of convoking an international conference in order to agree upon signal methods appliances better adapted to avert disasters than those now in use had long been recognized, it was last year's collision between the Celtic and the Britanic which impelled the New York maritime exchange association to take the initiative in a practical way. Its officers memorialized President Cleveland, who responded by a message recommending to congress the speedy adoption of appropriate measures. Bills substantially identical with a draft submitted by the maritime association were soon introduced in both houses of the federal legislature, and fter some differences of detail had been settled, an act well fitted to promote the end desired was passed. In framing that act of congress the utmost care was taken to limit the scope of discussion of the conference, in order that the fundamental purpose—to diminish the risk of marine disaster—might not be frustrated by controversies over questions of much less urgent and vital moment. It is understood that, in pursuance of this law, invitations have been sent to the commercial powers of Europe, and that in many instances favorable answers have been received. Why, then, it will naturally be asked by the seagoing community, once more shocked by the harrowing record of a dire calamity, has not the United States government hastened to carry out the project, which it was the first to propose, by forthwith appointing American commissioners?

In the matter of navigating through fog especially, it is the defects in the existing signaling processes which it is the capital aim of an international conference to remedy. It should surely be possible for human ingenuity to contrive a method of communicating by sound alone unmistakable information regarding the position and direction of a vessel approaching through fog. Indeed, it is asserted that simple and practical systems of unerring signaling by sound have been invented, and only await general adoption at the hands of commercial nations to demonstrate their efficiency.

Besides that, the almost inconceivable collision between two boats which have sighted each other miles away, as was the case with the Thingvalla and Geiser, an accident by no means unprecedented, calls for a rigorous overhauling and emendation of the most elementary laws which govern navigation.

We are sure that the news of the deplorable disaster off the coast of Nova Scotia will convince the authorities that the provisions of the international marine conference act should be executed without delay. —*N. Y. Sun*..

## OIL TANK SAILING VESSELS.

The continued building of tank steamers for the oil carrying trade points to them as the means by which oil will generally be transported across the ocean in the very near future. The exception will probably be in the conveyance of oil to the far east. Competition in trade, however, makes it necessary to invent many expedients and it is not altogether improbable that at some future time there will be established at certain convenient points in the East Indies storage reservoirs similar to those in this country. Tank steamers could then be employed in that trade with great advantage. Russia is becoming an active competitior with us both in Europe and the East Indies, and in point of nearness to those markets has much the advantage. This must be offset by reducing the cost of ocean transportation.

The tank steamer is looked upon as the solution of the difficulty for the present. But it is a question whether even a cheaper method will not have to be adopted before many years. There is little reason to doubt that tank sailing vessels will eventually come into favor as a cheaper means of ocean transportation than any yet tried. It would apparently prove practical to send our petroleum to foreign markets in bulk by sailing vessel, and it might prove quite a profitable venture at the present time to fit out a vessel of this kind for regular trips between this country and Europe. The time of making the voyage may be determined with more certainty in the case of the steamer, but ordinarily the time made by sailing vessels is sufficiently good to meet the demands of this trade. It would also cost less which counts for considerable in competition with a country that produces a cheaper, even if slightly inferior article. An extended trial with the tank sailing vessel would be viewed with interest by ship owners on both sides of the Atlantic. It might operate to prevent the sailing vessel in this trade being ultimately set aside for the tank steamer, which at present seems not altogether an impossibility should no effort be made to utilize the former to this comparatively new departure in respect of ocean transportation of oil.—*New York Maritime Register.*

## BRITISH CLASSIFICATION ON VESSELS.

The following from the Glasgow Herald in regard to British classification of vessels may be of interest to the marine people of these inland seas. The statement is that: "There are to be five shipowners on the committee, two shipbuilders, three shipmasters, three able-bodied seamen, and two members of Lloyd's and of the Institute of London Underwriters. These gentlemen will first of all be called upon to arrange all British ships into classes, having regard to the service in which they are employed, to the nature and duration of the voyage, and to the number of persons carried. They are also expected to decide upon the number and description of the boat and other appliances to be carried by each class of vessels. In the performance of their duties the committee are left with a pretty free hand, but one important hint is conveyed to them by an amendment introduced at the last moment. The life-saving equipments, as is distinctly stated in the bill, must form no undue incumbrance of the ship's deck. In other respects the advisers of the board of trade can exercise their own judgment, so that little doubt need exist as to the beneficial nature of the rules they will draw up. The power of veto has been retained by the marine department, but the hope may be expressed that it will never be exercised. There will be g nuine cause for regret if anything should occur to mar the success of this first effort in the direction of those councils of experts which have so long been warmly advocated by the true friends of the shipping industries."

## AN EXPERT'S OPINION OF THE STEAMER CITY OF NEW YORK.

In conversation with a prominent shipping merchant recently he said: Things have come to a pretty pass when an American who has made thirty or more voyages across the Atlantic in command of his own ship visits the wharf where the big English steamship City of New York lays and is told he cannot be allowed to go on the dock even. After some parley and appealing to the good sense of the man who stood at the gate, I succeeded in getting past him, and kept on down to the gangway of the ship, when I, for the first time in my life, paid for the privilege of looking over a vessel. Going on board I found an immense iron hull full of cuddy holes with 358 men all told to look after them. In some of these crannies I found men smoking huge briarwood pipes and tugging away at big quids of tobacco. Hid away in one place and another, were knots of men where it would seem impossible for the officers to find them or know what they were about.

The hull of this ship on the outside is the roughest job that I ever saw. That she is a fine vessel as regards size and power there is no question. But give an American shipbuilder an order to build a ship of the same dimensions, and she would be so far superior to the City of New York, that there would be no question of choice in which vessel to make the voyage across the Atlantic. It is a question in the minds of many who are well up in shipbuilding whether this craft is not a white elephant of the largest species.—Marine Journal.

## RELICS OF ROBINSON CRUSOE.

Great care, says W. E. Curtis, in his recent book on Spanish-American capitalists, has been taken to preserve the relics of Alexander Selkirk's stay upon the island, and his cave and hut remains just at he left them. In 1868 the officers of the British man of war Topaz erected a marble tablet to mark the famous outlook from which Mr. Crusoe, like the ancient mariner, used to watch for a sail, "and yet not a sail from day to day." The inscription reads: "In memory of Alexander Selkirk, mariner, a native of Largo, county of Fife, Scotland, who lived upon this island in complete solitude for four years and four months. He was landed from the Cinque Ports galley, 97 tons, 16 guns, A. D. 1704, and was taken off in the Duke, privateer, on February 12, 1709. He died lieutenant of H. B. M. S. Weymouth, aged 47 years. This tablet is erected upon Selkirk's lookout by Commodore Powell and the officers of the H. B. M. S. Topaz, A. D. 1868."

No one ever goes to Juan Fernandez without bringing away rocks and sticks as relics of the place. There is a very fine sort of wood peculiar to the island which makes beautiful canes, as it has a rare grain and polishes well.

Why would it not be a good rule to have a small bag of oil placed in ships' boats, while at sea, so that if crew or passengers have to take to the boats in case or accidents, there will be ready some oil to calm the seas and thus prevent the swamping of the boats. A boat load of people may get away from a sinking ship only to be upset because it is too difficult to keep the boat's head to the seas, or because it is impossible to prevent heavy waves from engulphing the craft. A little oil poured over the bows might in such cases prevent the sinking of the boat.—*Maritime Register.*

If oil is good on the ocean, why should it not be a safeguard on the lrkes?

## A MENACE TO LIFE.

At 1 o'clock Saturday morning, driven before the howling northeaster, with sails closely reefed, the cedar-tie laden fore and-aft Cuyahoga crashed into the eastern end of the outer breakwater. There was not the faintest glimmer on the end of the massive structure. The sea was lashing furiously down upon the long line of rocks, and when the schooner, in an endeavor to make the harbor, came upon the breakwater there was not a soul aboard but felt that the crash was the clap of doom. The vessel rebounded at the first shock, careened about, and came up again starboard quarter to. For a full hour the vessel floundered about, getting away only to be forced on again. Captain Smith finally fired a distress torch, and the attention of the C. T. tug J. H. Hackley was called to the imperiled vessel. After a good deal of work the Hackley succeeded in bringing the Cuyahoga into the lighthouse slip, and there she lies, waterlogged, with her starboard bow demolished up as far as her forerigging, and her starboard quarter reduced to kindling.

The cause of the accident is directly due to the absence of the light on the breakwater. The lightkeeper argues that it was impossible to place the lamps in the gale of Friday night. This may or may not be so. Nothing but the Cuyahoga's load of buoyant cedar ties kept her afloat, for she opened up like a hamper as soon as she struck. Had it been a passenger carrier not a soul would have survived to tell the story. The passenger boats do not carry cedar, and the lesson of the Cuyahoga's experience with a mile of unmarked granite should be sufficient to urge Commander Clarke to the necessity of prompt action. If it is impossible to place the lights now in use in a storm, automatic beacon lights are obtainable. In a gale of Friday night's violence the loss of life likely to result from tardy action is incalculable. There are big passenger boats entering this port every hour of the night, and not a moment should be lost in protecting the precious lives with which they are freighted.

The Cuyahoga sustained damages amounting to $1,500.—*Chicago Inter Ocean.*

## RISKS OF ELECTRIC LIGHTING.

Steamshipmen are beginning to feel anxiety in regard to electric lighting, which is not near so safe a mode of illumination as it is usually considered. Prominent underwriters have for sometime past been engaged in a series of experiments, in order to determine the extent of danger incident to the use of this modern illuminant. In France, especially, much attention has been given to the subject, and the savans of that country are inclined to look with much suspicion on the electric light. The authorities of Paris have ceased to use it, the costly municipal installation having been again replaced by gas light. And recent developements in this city prove the danger of the modern light to life and property, to such an extent that many, who some short time ago, were enthusiastic in its favor, now denounce it as a most subtle danger. Aside from any fire consideration, it is charged that on land it is ruinous to the eyes, and in harbor, or at sea, its glare and deep shadow play havoc with the circulation of distance on the part of the mariner. We have before commented on the fire dangers of the electric light.—*The Seaboard.*

THE commercial agent at Newcastle, N. S. W., reports the finding of a derelict, supposed to be the John T. Berry, whose cargo was shipped at Philadelphia, Pa. A case of kerosene containing two tins filled with the material, bearing the inscription, "Refined Petroleum, Atlantic Refining Company, 65 net lbs., trade mark N, Warden, Frew & Co., Agents, Philadelphia," was found near the vessel, which was blown up. The cause of the ship's abandonment is supposed to have been fire, as was proved from an examination by a diver and the charred pieces of wood which came to the surface after the explosion.

The yacht Wonder, which recently made its appearance on the St Lawrence river, and which certainly is a wonder, came up to Clayton Monday afternoon. While lying at the wharf she was visited by a large number of people anxious to get a view of the novel craft. It has neither smokestack or exhaust of steam. It is run by petroleum and the exhaust is through holes in the sides: The boat was built on Oneida lake and the machinery in New York. The Wonder is 75 feet long and 12 feet beam, and has a capacity for 100 people on deck. The cabin is large and elegantly finished. The yacht is owned by S. D. Schuyler, president of the Pneumatic Dynamite Gun company of New York.—*On St. Lawrence River.*

LUMBERMEN already look forward to a good season in the woods the coming winter. Stocks of logs are low all over the district, all drives having been clean this spring and there being no old logs on hand except the Cloquet runaways. Even these will be considerably cut into before winter by purchases here and hauling back to Cloquet. Stocks of lumber also will not be large, for a good demand is looked for from the west and sovthwest the entire fall. The reported damage to crops by frost is not feared particularla by lumbermen for low grade wheats are now bringing a considerably higher price than the best grades did a year ago and the loss by frost is more in quality than quantity. There is said to be over 100,000,000 feet of pine tributary to Pork Bay on the north shore, the point where, he Schroder Lumber company is to build its, mill. No north shore streams are fit for driving and the timber will all have to come out by logging roads.

## THE RECORD.

The Owego came in from Buffalo last Friday night, after making the trip up in 61 hours and 23 minutes. This is the actual running time, and includes all stops and checks. This is the best time ever made, and cuts the Chemung's record of 62 hours and 30 minutes, made last week, all to pieces. The Owego left Buffalo on the morning of Thursday last, at 11:15 o'clock.

The run up Lake Erie, and to the Lime Kiln Crossing, was made in 16 hours and 45 minutes after Captain Robinson's big ship had pulled out of Buffalo Creek, the Owego was abreast of Detroit. The run from Detroit to Fort Gratiot was made in five hours and thirty minutes. The stretch from Fort Gratiot to Mackinaw was traversed in 16 hours and 30 minutes. In the sweep of 319 miles between Mackinaw and Chicago the ship was run for all there was in her, and the run was accomplished in the unprecedented time of 21 hours and 7 minutes, the racer reaching here shortly after 11 o'clock.

The heavy gale from the northeast, on Friday, kept Engineer Peck's men constantly at the throttle, as the vessel was rolling heavily with the sea. The big boat had 1,200 tons of package freight in her hold, and was drawing ten feet forward and fourteen and one-half feet aft.—Chicago Inter Ocean.

## A BAD SPOT LOCATED.

The Chicago Tribune says: "A spot in Lake Michigan that Captain William Harmon would have given hundreds of dollars to locate four years ago Captain Brewer, of the tug Satisfaction, towing the schooner Minerva, found without an effort. It was the point where the Iron State struck and lost several hundred tons of her cargo of ore in getting off. The insurance companies declined to pay the resulting loss on the ground that the point was a well known reef, known at South Park reef. Captain Harmon claimed differently, but as he could not locate the spot the insurance companies had the best of it. Captain Brewer says he saw the ore plainly as the tug passed over the spot. 'It seemed to reach almost to the surface,' he says and the Minerva hit it terribly hard. The spot is about 200 feet long and forty feet wide. I should say it was about a mile and a half southeast by south half south from the buoy on South Park reef and something like three miles from shore."

## TREASURY DECISIONS AFFECTING VESSELS.

### NAMES OF VESSELS.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., July 12, 1888.

Sir: This office is in receipt of your letter dated the 9th instant.

The law relative to the painting of the name of the port on vessels requires that it should be done in "white letters, of not less than three inches in length," and contemplates that the entire word shall be used.

The question in any particular case, whether there had been a compliance with the statute, would be for the courts to determine. This office has no authority to make regulations upon the subject in contravention of the terms of the statute.

To Edmond Blunt, Esq., No. 151 Maiden Lane, New York.

### EVASIONS OF PASSENGER LAWS.

TREASURY DEPARTMENT,
BUREAU OF NAVIGATION,
WASHINGTON, D. C., July 18, 1888.

This office is in receipt of the letter of the surveyor referred to by you on the 13th instant.

It appears that, notably in the case of sailing vessels plying between your port and the Western Islands, the person reported as contributing the crews exceed in number those usually employed on such vessels, in some instances forty names having appeared on the crew list of a vessel not exceeding 500 tons in burden.

The object of the practice is undoubtedly to evade the law relating to the carrying of passengers. It is considered that persons brought on such vessels in any number exceeding a dozen are brougnt as passengers, not as sailors. The number in any particular instance to be allowed as crew might be determined under ordinary circumstances by the number engaged as crew for the return trip. If the number of passengers, together with the excess in the number of seamen over a reasonable complement, exceed the number of passengers allowed by law to be carried, measures should be taken for the enforcement of the penalties denounced by the statute for transporting an excess.

In the case of sailing vessels, if doubt exists whether there was any willful intent to violate the law, it will be well to submit the facts to the secretary of the treasury for instructions before accepting the amount of the penalty.

Please notify the surveyor, and take action accordingly.

To Collector of Customs, Boston, Mass.

The Dominion of Canada, in order to stimulate the development of its iron deposits, offers a bounty of $1 per ton on all pig made in Canada. In the coming session of the Dominion Parliament, an effort will be made by the companies owning Canadian copper deposits to secure similar legislation for the encouragement of copper smelting in Canada. It is intended to ask for a bounty on every ton of copper metal produced, assaying fifty per cent. copper or less, an increased bounty for higher grade metals, and still more for bar copper, with a subsidy per mile for any railway built to connect copper mines with smelters or tide water.

Senator Dolph, from the committee on commerce, on August 16, reported favorably a bill to amend the revised statutes so as to provide that the secretary of the treasury may permit the use of petroleum as fuel on steamers not carrying passengers without the certificate of the supervising inspector of the district where the vessel is to be used subject to such conditions and safeguards as the secretary shall provide. Violations of the conditions prescribed shall be punished by a fine of not more than $500.—Maritime Register.

## LITERARY NOTICES.

THE ATLANTIC MONTHLY September is notable for the opening chapters of a serial novel by Arthur Sherburne Hardy, author of The Wind of Destiny and that still more popular novel But yet a Woman. The story takes its title, Passe Rose, from the name of the heroine, a French girl of remarkable beauty, and begins in a way to enlist the heartiest interest. Miss Murfree, Charles Egbert Craddock, furnishes a generous installment of her striking story The Despot of Broomsedge Cove, and Francis E. Wadleigh supplies a short story, Mistah Fahmah, in parts very close to facts. A week in Wales is a series of fresh travel sketches by Mrs Julia C. R. Dorr. Mrs. Lillie B. Chace Wyman adds a new paper to her studies of Factory Life.

Two papers of much historical interest are Dr. A. P. Peabody's account of Boston Mobs before the Revolution. The first Year of the Continental Congess, in which John Fiske describes with admirable brevity and distinctness the Lexington and Concord fight, the Battle of Bunker Hill, and the character of Washington.

The numberalso contains careful reviews of Mr. Stedman's and Miss Hutchinson's Library of American Literature and Mrs. Custer's Tenting on the Plains, two bright little essays in the Contributors' Club, and several pages of brief descriptions of new books. Houghton, Mifflin & Co., Boston.

HARPERS MAGAZINE for September—At a glance at the contents of this number will show it is a strong one. The frontispiece is an illustration by E. A. Abbey for the old song, Harvest Home, and it is a most agreeable introduction to what follows.

Mrs. Elizabeth Robins Pennell, in Our Journey to the Hebrides, begins a charming description of a tramp trip made by herself and husband through Scotland. Mr. Pennell furnishes the illustrations.

In Studies of the Great West Mr. Warner describes the cities of Memphis and Little Rock and the country round about.

Mr. Edwards Roberts furnishes full descriptions of Helena and Butte under the head of Two Montana Cities. They reveal the wonderful prosperity and growth of Montana Territory.

Lafcadio Hearn's Midsummer Trip to the West Indies is finished. This third paper is in every way as effective as its predecessors, is as profusely illustrated, and concludes with some valuable remarks about the future of these tropical islands.

The fiction of the number consists of a pleasing love story, and in additional portions of Mr. Black's In Far Lochaber and W. D Howell's Anna Kilburn. The matter contained in the regular departments is timely and attractive.

PUMP CATECHISM—This book, the second edition of which is now before us, has been well named. It seems hardly possible for any mind to suggest any other question to make it complete. The answer to all questions are pertinent and positive and have been set forth in this book by one who evidently knows the subject thoroughly. It aims to be accurate, direct, simple and clear. It is a good reminder and useful for reference


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NOTICE TO MARINE MEN.
LATE official charts, showing the straight channel, now being dredged, and soundings in bay and river are for sale by
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PROPOSALS FOR CONSTRUCTION OF SUPERSTRUCTURE.—U. S. Engineer office, 89 Euclid Avenue, Cleveland, Ohio, August 28th, 1888. Sealed proposals, in duplicate, will be received at this office until 11 o'clock a. m., on Friday, the 14th day of Sept., next, at which time they will be opened in presence of bidders, for constructing 350 lineal feet, more or less, of superstructure on east breakwater at Cleveland, Ohio. Forms, specifications and other information can be obtained at this office. The United States reserves the right to reject any and all proposals. L. COOPER OVERMAN, Major of Engineers.

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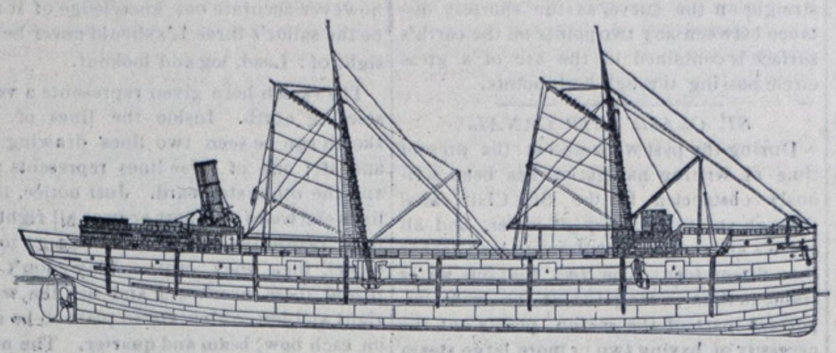

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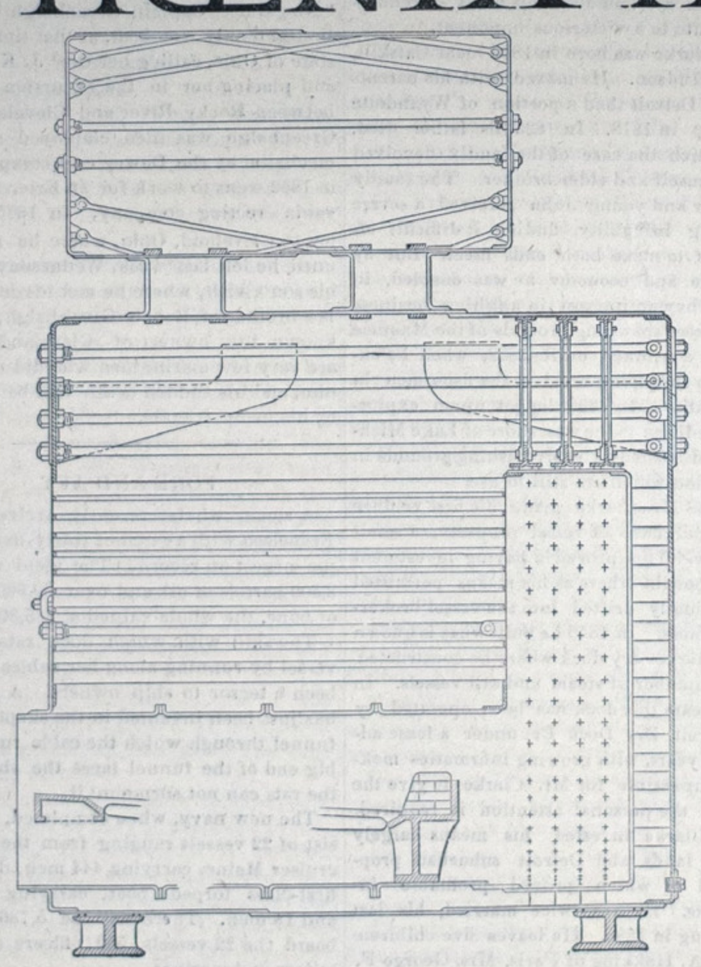

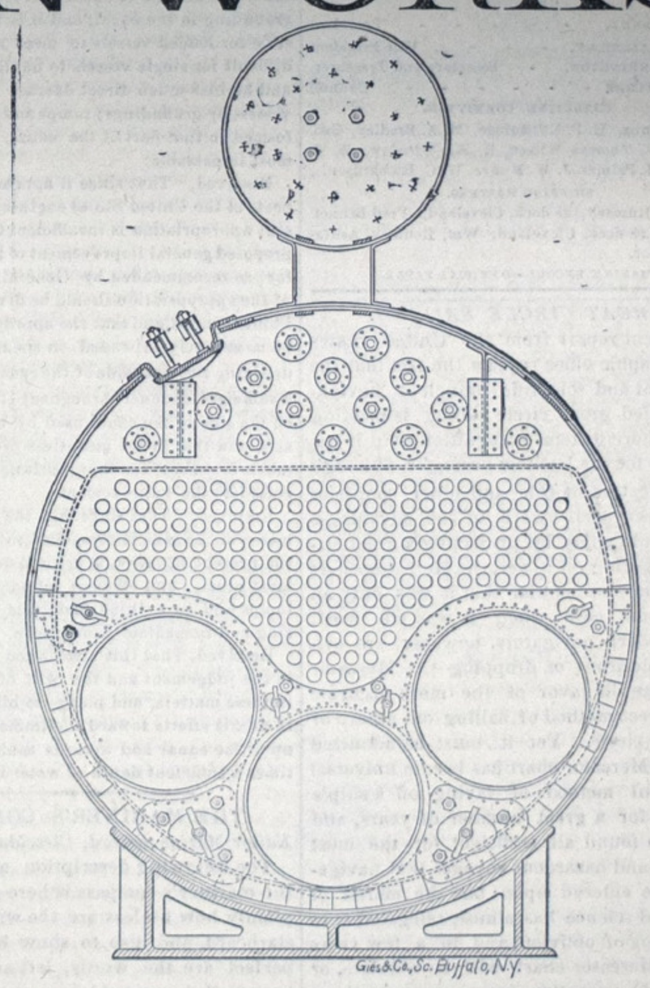


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CLEVELAND, O., SEPTEMBER 6.


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MARINE RECORD—OFFICIAL PAPER.

## *GREAT CIRCLE SAILING.*

A recent report from the United States hydrographic office reveals the fact that the important and scientific branch of navigation called great circle sailing is meeting with a more general recognition than it has received for the last few years, for, although the navigators of this and other countries have been well aware of the advantages they would enjoy by projecting a great circle and sailing on it, yet, the Mercator chart had become so popular that it was only an exceptional case when it was not used. Our modern navigators, however, are evidently desirous of dropping the Mercator projection in favor of the more accurate and correct method of sailing on an arc of a great circle. Yet it must be admitted that the Mercator chart has been a universal and useful method of laying off a ship's position for a great number of years, and has been found all sufficient for the most lengthy and hazardous voyages that navigators have entered upon; but the march of mind and science has almost relegated it to the realms of oblivion, and in a few years more a Mercator chart will be obsolete, or at least the exception, for we presume there will be a certain class of old navigators who will undoubtedly practice the same methods as they have used voyage after voyage. Besides this fact, the earlier mode of projecting the great circle was rather a little more brain work than taking a course from the Mercator projection, and in the event of the circle striking the land, ice, or a too high latitude, it would be necessary to project another circle. However, the sailing vessels have frequently derived great benefit through sailing along by this method, and which will at certain times be found to allow a vessel to sail with the wind well free, while the Mercator course would keep the vessel head reaching or braced sharp up, and then finding herself a couple of points off her course.

There is yet another point that has prevented great circle sailing from becoming popular, in our merchant service, for a vessel with only canvass as a propelling power must keep out of the way of calms, currents, etc., and if necessary, look for wind to drive her along.

The hydrographic report quotes the methods of working and projecting the great circle as devised by the most eminent astronomers, navigators and scientists; yet, a number of years ago, a shipmaster named Bergen, constructed his own charts on the Gnomic projection, and demonstrated their accuracy to the satisfaction of all parties interested, and we consider his treatise on this valuable subject remarkably clear and comprehensive.

Mr. Gustave Herrle, of the United States hydrographic office, has the credit of furnishing the simplest method known at the present time for practical use in great circle sailing, so that with the modern improved charts the navigator will no longer require to make curves on an apparently straight line, but on the contrary, will sail his vessel straight on the curve, as the shortest distance between any two points on the earth's surface is contained in the arc of a great circle passing through both points.

## *ST. CLAIR SHIP CANAL.*

During the past week and at the present time of writing navigation has been seriously obstructed in the St. Clair canal through an insufficiency of water, and all vessels are recommended not to load deeper than fifteen feet. The fact that our water traffic is thus endangered at the most important part of the season points out the necessity of having two or more large steam dredges stationed on the great lakes, so that, in the event of any obstruction or other impediment arising on the lakes, prompt measures could be taken to re-open communication. The dredges to be thoroughly equipped and fitted out, would each have a competent man to carry on sub-marine excavations and other duties connected with diving. The immense interests involved warrant this expenditure at an early date. The lake trade ought not to be harassed and delayed in this manner, for not only are commercial interests involved, but our standing as a nation might at some future time be seriously jeopardized by the shoal and unnavigable state of so important a link in the chain of lakes. The St. Clair canal is as much a connecting link between these western states and the eastern as the Atlantic is to the old and new worlds. The importance of immediate action in deepening this much used waterway can not be too persistently advocated and desired. At a meeting of the Vessel Owners' association of Cleveland the following resolutions were adopted:

Whereas, the water in the St. Clair Flats ship canal has become so shoal that many vessels are grounding in the canal, and it is almost impossible for loaded vessels to meet and pass, and difficult for single vessels to navigate the canal; and besides much direct damage and delays to vessels by groundings; lumps and bars have been formed in that part of the canal, making it almost impassable;

Resolved, That since it appears from the reports of the United States engineers that the present appropriation is insufficient to complete the proposed general improvement of this canal, therefor as recommended by General Poe, no part of the appropriation should be diverted to Grosse Point Channel and that the appropriation would be most wisely expended in sheath piling and dredging the west side of the canal so as to afford a sufficient channel throughout its entire length on the side of the canal used by descending vessels, and that in the meantime proper action be taken to secure the appropriation necessary to complete the improvement,

Resolved, That since all the through commerce of the lake is compelled to use this canal, the present situation is critical and calls for the most prompt and efficient action to remove the lumps and bars which constitute the most pressing and immediate hinderance to navigation.

Resolved, That this association has confidence in the judgement and the will of General Poe in these matters, and pledge to him its support in all his efforts toward the immediate opening up of the canal and towards maintaining at all times a sufficient depth of water in the canal.

## THE MARINER'S COMPASS.

*Editor Marine Record, Cleveland, Sept. 2.*

The following description and sketch of the mariner's compass is here given to show plainly how useless are the words, port and starboard, and also to show how plain and perfect are the words, left and right, and how well they would answer in all cases, whether the steering chains be crossed or not. The mariner's compass is a circular card by means of which a ship's course is denoted. The circumference is divided into thirty-two equal parts called points, which are again sub-divided into half and quarter points. North, south, east and west are the cardinal points. North-east, south-east, north-west and south-west are called the half cardinal points, and the eight points half way between either are termed the false points, north-north-east, east-north-east, east-south-east, south-south-east, north-north-west, west-north-west, west-south-west and south-south-west. The by points, of which there are sixteen, are those which are nearest the cardinal and half-cardinal points. The card with magnetic needle, which in north latitude always points north, attached underneath, oscillates freely on a pivot, and is usually inclosed in a brass, hollow, semi-circular box with a glass cover, which is suspended in a concentric ring, called a gimbal, in the binnacle cup or bowl, so adjusted that whatever way the ship may roll or pitch the card is kept horizontal inside the bowl, and in a line with the vessel's keel is marked what is known as the lubber's line, and the point of the compass card which cuts this line marks the direction in which the vessel is moving. Half cardinal points are always four points from a cardinal point. If a ship's head marks a cardinal point, such for example as north, the stern and beams will also mark cardinal points, half cardinal points marking each bow and quarter. The compass is subject to numerous corrections, prominent among which are variations, local attraction, and the effects of magnetic storms, and those in iron or composite ships require in addition to be corrected for deviation, heel or other disturbing influences, so that however perfect it is and however accurate our knowledge of it may be the sailor's three L's should never be lost sight of: Lead, log and lookout.

The sketch here given represents a vessel steering north. Inside the lines of said sketch can be seen two lines drawing fore and aft; one of these lines represents port and the other starboard. Just notice, these lines starboard and port answer all right for their respective sides, until they go to the wheel, then they cross. Why don't we throw them overboard and use the words right and left which are so plain to be seen on each bow, beam and quarter. The mariner will never have a true compass or a perfect guide until port and starboard are abolished.

PATRICK CAROLAN.

## OBITUARY.

*Special to the Marine Record.*

JOHN PARSON CLARKE.

After having reaped a full harvest of years Mr. John Parson Clarke departed to the valley across the great river after a long illness. While Mr. Clarke was not a public man his marked individuality, sterling character and rugged constitution made him a marked man in Detroit. He was a man of generous impulses but somewhat eccentric and was always a noted individual in Detroit. For more than fifty years Mr. Clarke has been a familiar figure on the street. A tall form and strong face which in later years became deeply lined, piercing eyes, overshadowed by heavy brows made up an appearance which was largely responsible for a reputation for him as a strict man of business. By nature combative, he became a familiar figure in the courts and before various legistlative bodies where he had property interests involved. No one would wage a fight longer or accept defeat more cheerfully than Mr. Clarke and many ancedotes are told about his habit of rendering tribute to a victorious opponent.

Mr. Clarke was born in 1808 near Catskill, on the Hudson. He moved with his parents to West Detroit then a portion of Wyandotte township in 1818. In 1825 his father died, after which the care of the family devolved upon himself and elder brother. The family was poor and young John received a severe schooling infugality, finding it difficult oftentimes to make both ends meet. But by diligence and economy he was enabled, in 1826, to bvy an interest in a fishing business in the great spawning grounds of the Maumee This he continued until 1832, when he engaged in supplying wood to the fishermen in that locality. In 1836 he got up an exploring expedition to the west shore of Lake Michigan, and located extensive fishing grounds in that region which are still in use.

In 1838 Mr. Clarke made his first venture in the purchase of vessel property, a small schooner. This proved a paying investment and he bought others as his means permitted and he finally drifted into the vessel brokerage business. In 1850 he built what is known as the Clarke dry dock where he constructed a large number of steam and sail vessels. In recent years this dock has been operated by the Detroit Dry Dock Co. under a lease advancing years, with growing infirmaties making it impossible for Mr. Clarke to give the business the personal attention it required.

Mr. Clarke invested his means largely in farm lands and Detroit suburban property, all of which proved profitable investments. He was twice married, his last wife dying in 1885. He leaves five children, Mrs. J. A. Hakking of Paris, Mrs. George F. Atchison of St. Louis, Norman L., also of St. Louis, Alvin S. and Florence M. of Detroit.

CAPTAIN JOSEPH GREENHALGH.

On Monday, August 27th, Captain Joseph Greenhalgh arrived in Chicago from Cleveland, Ohio, to visit his son Oscar. On August 29th, (Wednesday,) while leaning over the railing which extends around the rear porch that is connected with the house occupied by his son, he had an appoplectic fit and fell over the railing to the stone flagging below, a distance of fifty feet, killing him instantly. He was 64 years old last April and one of the oldest marine captains on the chain of lakes. The remains were sent to Cleveland, Ohio, and services held by the Rev. Doctor Jones, of the Cleveland Bethel. He was laid to rest in Woodland cemetery, where he has a wife and three sons. The only one of his family living is Oscar, who he was visiting when he met with the sad accident which caused his sudden death. Old Captain Joe was one of the oldest and best known steamboat men on the lakes. He was born in Bolton, England, in 1824, and came with his parents to Willoughby, Ohio, in 1836. Becoming tired of farm life, he started (with a team of dogs he had trained to haul him and a wagon he had made himself) for the far west, first loading down his wagon with clothes pins and washboards, the production of the jack-knife of himself and "crony," John Bowesfield, who came over in the same ship from the old country. John Bowesfield afterwards went into the woodenware business in Cleveland, Ohio. From Willoughby little Joe and his dogs went to Cleveland, thence through Indiana, Michigan and Illinois, thence to Wisconsin. The Indians not being very friendly he returned to Illinois and finally arrived in Chicago in the fall of 1838, and was hired by Joel Fuller, then foreman of the Clyborn house then located at what is now called Clyborn place, the dogs being employed in hauling small loads of meat to the town of Chicago, and to watch the slaughter house at night, and Joe's knowledge of machinery got him all of the repair work, as his father was an engineer and had taken pains to show the son all the little points about machinery that came in the way. In the spring of 1839 the dogs were poisoned by tramps. This partially threw him out of employment, and one day when standing at what is known as River street, he was hired by old Peter Casey as assistant bridge tender at Rush street bridge. (An old flat scow that was pulled across the river by means of a chain, and the only bridge in Chicago at that time.) In the spring of 1842 Casey went into the saloon business, and, through the influence of the vessel men, he was made bridge tender. It was in this year that he assisted Patrol Police Officer Miller to save the lives of the Chicago fire department, (one hand engine) as the fire laddies came on to the float with such force that they capsized the bridge and was saved by Officer Smith and Joe Greenhalgh. Officer Smith is still alive, being made captain of police of the West Side when that side could boast of twelve police officers. He retired some years after and is at present a partner of Alderman Harris in the law business. In 1843 Joe returned to Cleveland and went to work in the Cuyahoga machine shop where he served an apprenticeship of three years, coming out of the shop in 1848 to take charge of the old "Bunker Hill," a steamer well remembered in marine circles. Then he was transferred to the "Eighth Ohio," then he brought out new the fine little steamer "Challenge," and in 1852 bought the old "Niagara." Captain Greenhalgh built the first and only iron boat, at that time, in the state of Ohio, calling her the "J. K. White" and placing her in the excursion business between Rocky River and Cleveland. Joe Greenhalgh was then employed as master mechanic by the Dewey coal company, and in 1882 went to work for an Erie, Pennsylvania erecting company. In 1885 returning to Cleveland, Ohio, where he remained until he left last week, Wednesday, to pay his son a visit, where he met his death. He is a brother of Robert Greenhalgh, the well known tug owner, of Cleveland. There are very few marine men who did not know him, and his sudden death will be regretted by his many friends.

## FORE AND AFT.

A steam whaler recently arrived at San Francisco with a catch of thirty-five whales, the largest on record. The yield was some 3,500 barrels of oil and over 50,000 pounds of bone, the whole valued at $66,800.

The skill with which dock rats board a vessel by running along her cables has long been a terror to ship owners. A protector has just been invented in the shape of a big funnel through which the cable runs. The big end of the funnel faces the shore, and the rats can not surmount it.

The new navy, when completed, will consist of 22 vessels ranging from the armored cruiser Maine, carrying 444 men, down to a first-class torpedo boat, carrying 4 officers and 18 men. There will be 5,786 men on board the 22 vessels, 500 officers and 5,286 sailors and marines.

The schooner R. Hallaran will be libeled for sinking the schooner Oades on Lake Erie as soon as the evidence is in shape, so Captain Crosby says. The loss on the Oades was $6,000, and this will be the claim of the insurance companies in the suit.

A new method of using oil for reducing waves in a storm is mentioned by the Liverpool Journal of Commerce, which consists of firing oil rockets to windward. This is a German patent, and in a recent experiment between Breman and New York, the explosion of five rockets at distances of from 1,200 to 1,500 feet from the vessel covered a space of 1,500 to 2,000 square feet with oil and calmed the waves immediately. A rocket has been thrown 900 feet against a strong wind. The patent is said to have been bought by the North German Lloyds.

Captain Fick of the propeller George T. Hope reports an obstruction in Lake Huron, one mile north-northeast from Fort Gratiot light. The legs of the Point Edward elevator and Botsford's new elevator are just in range over the spot. Boats drawing fifteen feet and six inches will strike it. It is supposed here that the hidden obstruction is the hull and spars of the schooner Sunnyside, lost there a few years ago. A buoy should mark this dangerous spot as deep laden vessels from Escanaba might be sunk by striking on the sunken spars.

Complaint has been made to the government inspectors of steamboats that Robert Craig is managing the machinery of the propeller Messenger under an inferior grade of license. The attention of the district attorney has been called to this alleged violation of the law and the boat will be libeled. The penalty is a fine of $100.

A special officer of Canadian customs has seized the American tug Gladiator on Georgian Bay for having towed a raft of logs from French river, Ont., to Midland, and not reporting or clearing at either place. The vessel is in charge of the sub-collector at Algoma Mills, pending a deposit of $400 or release by the department.

Most of the machinery of the steamer Pacific, wrecked last fall at Deer park, Lake Superior, has been removed.

The steamer Owego of the Union line arrived in Chicago at 11:35 Friday night, having made the run from Buffalo in 61 hours and 7 minutes. This breaks the record again, being 1 hour and 23 minutes ahead of the Chemung's time on her last trip. The Owego carried a cargo of 1,400 tons package freight, and was drawing 14 feet aft and 10 feet 7 inches forward. The trip up Lake Michigan from Mackinaw, a distance of 317 miles, was made in 21 hours and 7 minutes—a rate of 15 miles an hour. She consumed only 120 tons of coal on the trip.

Bids are being received by the Canadian government for the construction of the ship canal and now that the threatened retaliatory legislation by the United States has come into such prominence, it is thought that the work will be pushed speedily forward. These improvements, together with the work of the Canadian Pacific road in putting in big yard facilities, promise to make a lively whirl in the Canada Soo for the next year or two.

At the English shipyard at Newcastle on the Tyne there are ten tank steamships under contract all for the United States petroleum trade.

The Chicago board of marine underwriters met last week, and adopted the following schedule of rates per trip on grain, the same to go into effect at once until otherwise ordered: From Chicago to ports on Lake Michigan, 40 cents net; to ports on Lake Superior, 50 cents; Lake Huron, Sarnia, and Detroit River 35 cents; Georgian Bay, 40 cents; Lake Erie, 50 cents; to Ontario, 55 cents; Ogdensburg, 55 cents; Montreal, $1.

## EXCURSION STEAMERS.

DETROIT, September 1.

*To the Editor of the Marine Record:*

Under the above heading you published a letter in your last issue, signed G. A. B., and although the writer seemed partly to apologize for the views therein expressed, I for one, can not allow such a wrong statement regarding the City of Detroit to pass unchallenged. I should like to ask G. A. B. just how, and why a vessel, hailing from the port of Detroit, should be regarded as a foreign steamer, while trading to any port in the United States. Let it be from the Atlantic to the Pacific coast, the assertion that such a statement even approaches the truth shows a dense ignorance on the part of one, who, by his own showing, has traveled for the past twenty-two years.

The citizens of Cleveland are also asked to stop and think of the risk they run by taking their loved children and their picnic baskets, on board of a well found, staunch and sea-worthy craft, because she does not happen to hail from their own city. Such language is almost beneath notice, though liable to mislead persons who are unacquainted with marine matters. G. A. B. may apply his theory to the railway service on land, and see the fallacy of such reasoning at a glance. The citizens of Cleveland are asked to look carefully into this matter, yet it is not at all necessary, for just as soon as the excursion business becomes prosperous enough to admit of a larger and more elaborate class of vessels, G. A. B. may rest assured that the enterprise and capital will be forthcoming, and the service kept well ahead of the times.

W. JOHNS.

THE following statistics show the business of St. Mary's Falls Canal for the month of August, 1888.

Number and class of vessels through the canal:

| | | |
|---|---|---|
| Steamers | | 983 |
| Sail vessels | | 413 |
| Rafts and unregistered craft | | 52 |
| Total | | 1448 |
| Total registered tonnage | 887,282 | tons |
| Total freight tonnage | 1,212,893 | " |
| Number of passengers | 8,092 | |
| Number of lockages | 687 | |

Again the old story is repeated of the largest month's business in the history of the canal. The registered and freight tonnage exceeding the greatest previous month, (July, 1888) 119,635 and 56,051 tons respectively. The business of the month exceeded that for August of last year by 114,821 registered tons and 238,967 tons freight.

## LAKE CARRIERS' ASSOCIATION,

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

| | |
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MARINE RECORD—OFFICIAL PAPER.


[*Around the Lakes Continued from 1st Page.*]

### CHICAGO.

*Special to the Marine Record.*

The schooner I. N. Foster formerly of Lorain, Ohio, arrived here last Thursday with lumber from Menominee, in tow of the steambarge Thos. H. Smith of Sturgeon Bay. The Foster went on the Fisherman's Shoals last summer. She was purchased by Leatham & Smith, of Sturgeon Bay, who are very successful in wrecking, and on the 19th of August, they pulled her off the shoals with their tug John Leathan, and wrecking appliances and towed her to Manitowoc, and had her placed in Burger & Burger's drydock; upon examination it was found that she had sustained very little damages and Latham & Smith have without doubt made an excellent bargain.

The steamship Owego on her last trip made the run between Buffalo and Chicago in 61 hours and 20 minutes, in which time is included 2 hours delay by checks, and 13 minutes stop. She made the run from Fort Gratiot to Mackinaw in 16 hours and 27 minutes, and from Mackinaw to Chicago in 21 hours 7 minutes.

The splendid steamer Scranton of the Lackawanna line, recently built by the Cleveland Shipbuilding company, arrived here on her first visit last Saturday evening with 400 tons of merchandise and 2000 tons of coal from Buffalo. She is sister ship to the Lackawanna and everything about her is of the very best, and she is a splendid specimen of marine architecture.

Captain Davis is in command, Hugh Philiips 1st mate, Luther Schryder 2nd mate, James L. Walker formerly of the Anchor line, steamship Clarion, chief engineer, John Douglass assistant engineer. The Scranton has been so fully described in the MARINE RECORD recently that it would be superfluous for me to make further comment. M. M. Drake, who superintended her building arrived on her.

The handsome new steamship John Rugee arrived from Milwaukee, light, on her maiden trip early Sunday morning last. She was launched at the Milwaukee Shipbuilding company's shipyard on the 22nd of August. She is 215 feet keel, 230 feet over all, 35 beam, 20 feet depth of hold. She has a fore-and-aft compound engine 22 and 40 by 40, built by the Trout King Iron Works, Buffalo, and boiler 10 by 16, by Davis, Milwaukee and a Trout wheel 10 by 8 inches diameter; also the American Ship Windlass company's windlass and capstan. She is owned by a syndicate of Milwaukee gentlemen and Captain Peter Chriskuson, who commands her, J. Frank Williams chief engineer, Jacob Zeh assistant engineer, Samuel Olsen 1st mate, P. J. Petersen 2nd mate. She loaded 63,700 bushels of corn at this port for Buffalo.

Martin McNulty's, schooner E. P. Royce, Captain L. Sterling Jr., arrived here Saturday afternoon, with cedar posts from Snow Island, in tow of the Dunham towing and wrecking companys tug T. T. Morford which left Cheboygan with her the previous Thursday at noon, having first placed a steam pump on board her to keep her free. The Royce struck on a rock and sprung aleak after leaving Snow Island on August 25th. She arrived at Cheboygan on the 26th with 4 feet of water in her hold which increased to seven feet although her pumps were kept in continued use. She will be placed in drydock as soon as her cargo is taken out.

The schooner Clipper City had a fine of $20 imposed upon her by the customs authorities on her arrival in port Tuesday. It is reported that her captain, before leaving here for Manistee, requested another captain who was going to the barge office to clear to obtain a clearance for his vessel also, but that it was refused him and he left without one. Hence the fine.

The steamship Helena, of Milwaukee, arrived here Tuesday with about 2600 tons of coal consigned to Robert Law at his coal yard at Division street bridge. On her way up the north branch she was delayed nearly two hours by getting on the bottom in the draw of North Halsted street bridge. Captain Leisk, her commander, and assistant harbor master Anderson were equal to the occasion and with the assistance of the V. O. T. tugs Protection, Ferry and Union got her through all right.

The passenger and freight steamer H. W. Williams will be delayed in port a day or two in consequence of her machinery having broken down on her passage over from South Haven.

The passenger and freight steamer Petoskey, arrived Tuesday morning, with more than 100 passengers and considerable freight

We are pleased to mention that Captain Alfred Seymour who brought her out and was stricken down with a severe sickness and forced to give up command and go home to Manistee, is now in a fair way towards recovery.

At Miller Brothers DryDock Co's., the steamer Lucille is in dock for calking and general repairs, the tug O. B. Green for repairs to her stern bearing, steamer Leo for calking, tug Satisfaction for repairs to her wheel, tug Parker for repairs to stern bearing, tug Rebel to have leak stopped, and repairs to stern bearing, the schooner Kanters was in for bottom calking, cutter Verve and sloop Minnie M. to have bottoms fixed for racing, the Minnesota for some new plank on her bottom, the barge Florence Lester for overhauling steambarge Inter-Ocean to have her wheel tightened, schooner Lookout had her bottom calked, steambarge Chas. McVea received a new wheel, the schooner Antelope is having her top sides calked, the tug Stanwood at the derrick to fix stern bearing.

At the Chicago Drydock Co's., the steambarge Mary Durr was in dock to have aleak stopped, the propellers Rhoda Emily and H. D. Coffinberry for calking and repairs, the steambarge C. H. Starke to have aleak stopped, schooners Hunter Savidge, David Vance, Bertie Calkins and Ellen Williams, propeller City of Montreal, barges Menominee, Wenona and Uranus received minor repairs.

The schooner E. P. Royce was placed in the Chicago Drydock company's dock Wednesday, and it was found that two or three planks were stove in just abaft the fore foot on the port side; otherwise her bottom was in excellent condition.

The owner of the Scotch built cutter yacht Verve, not being satisfied with her defeat by the sloop yacht Minnie M. at the Mackinaw regatta, challenged Captain John Prindiville, of the cutter, to a race over a twenty mile course, ten miles, to windward and back. The race came off last Saturday afternoon and resulted in the Minnie M. beating the Verve on all points and winning the race with twenty-four minutes to spare.

Last Friday morning in a heavy northeaster the schooner Cuyahoga was driven on to the government breakwater and received considerable damage. She was towed to the light house slip where she sunk decks to. Her deck load has been taken off. She will be raised and towed to Miller Brothers' drydock for repairs, and will then be laid up for the winter.

WILLIAMS.

### PORT HURON.

*Special to the Marine Record.*

The schooner Red White and Blue arrived here in a bad condition. She at once took off the oil which was on deck and went into the drydock and received some repairs. She is now loading up ready to leave.

The yacht Speranza arrived here the 30th. The passengers have been taking in the city for a couple of days. She will leave in tow of the tug Hercules.

The Harry Cottrell has been here today taking the machinery for Holland's new boat building at Marine City.

The propeller Lansing, towing the schooner S. V. R. Watson, went hard aground in the cut at the canal, and the Watson ran into the Lansing, making a hole in her upper works and breaking her own head gear. She is here repairing the damages. The Lansing has gone on her way.

The tug Hercules has been here for the past week repairing her engine. She will be ready the 2nd.

The schooner Unadilla, in tow of the Oswego, ran hard aground at the foot of the middle ground off this port. The tugs are working on her.

Ed. J. Kindall, the marine reporter, took it upon himself to have a telephone in the signal office. He circulated a petition among the vessel owners and masters and got about seventy-five signers, and now his office is connected with the United States signal office so he can get the report as soon as it is received by the observer. He will also display the signal flags and lights from his office, foot of Sarnia street.

The schooner Nelson, in tow of the A. Folsom, was hard aground on the flats at Fitzgerald's old ship yard. It took two tugs to pull her off. The vessel men should remember that the water at this point is very low and the boats that have to stop have more or less trouble.

The tug Saginaw arrived down with the wrecked schooner Crosthwaite in tow. She will be repaired at this port.

The schooner A. Boody, bound up, and the steamer Transfer, bound down, had a collision on Lake Huron. The Transfer was not injured, but the Boody lost all her head gear. She is at Sand Beach. K.

### SAND BEACH.

*Special to the Marine Record.*

The following craft sheltered here during the past week:

26, tug George N. Brady and tow, barge Ira Chaffee and tow, tug Mystic, steamer Mary Pringle, steamer Messenger and tow, steamer City of Mt. Clemens, schooner J. B. Kitchen, tug O. Wilcox, tug M. D. Carrington and California en route to Bay City for a rebuild, tug Cushing and tow, steamer Mackinaw and tow.

31, steamer Raleigh and tow, tug O. M. Cheney and tow, steamer D. Ballentine and tow, tug W. B. Castle and tow, tug Bob Anderson and tow, steamer Burlington and tow. Three barges of the Burlingtons tow got badly shook up in a northeast gale going around Point aux Barques. and ran in here to get pumped out.

31, schooners Margaret Muir and John Magee.

September 2, steamer Bessie, Wm. Cowie and tow and schooner A. Boody were in for shelter, The Boody was run into by an unknown steam barge and had herbob stays carried away and jibboom badly shattered, repairs were made here and she went on up the lake. T.

### BUFFALO.

The government appropriations at Buffalo will be expended on the old breakwater. On the Niagara river the $100,000 voted will be used in cutting a channel 200 feet wide and 18 feet deep at a point 3,000 feet north of the dummy light to cut off the ends of the reef.

A Buffalo dispatch says: The cry comes from the vessel captains that somebody is robbing them. As a rule every vessel from Detroit, Toledo and Sandusky is badly short, though some of the large cargoes from Toledo lately have been exceptions. But the little schooners catch it. Here is a partial list: G. W. Davis, 75 bushels short; Homer 60; propeller St. Joseph, 42; Houghton, 58; Shupe, 65. These are in all cases two bushels to the 1,000, while the last named is over four. The Buffalo tallymen maintain their innocence by saying that these shortages occur without reference to the elevator they unload at, and the captains, who are alive to the situation, have prevented an error from carelessness by overseeing both the weight in and weighing out of their cargoes. On the other hand, the Chicago and Milwaukee cargoes have done well for a long time. The Helena, which overran on her first cargo brought from Milwaukee, again overran from Chicago, as did also the A. P. Wright.

It is expected that Messrs. Allen and Henry Chisholm, having sold the Sylvia, will replace her with a cutter better adopted to their liking. * * * The crew of the Sylvia were entertained at Port Dover and Simcoe by the yacht clubs of those places. Hops were given in their honor. Sylvia was storm bound eight days out of fourteen on the trip. In all their sailing her crew had never experienced such weather. The small boat was lost while sailing under short canvas; and in sailing into Port Burwell the tack of the staysail blew out. The cruisers brought up at Fairport.

The barge Manitowoc goes into dock to stop a leak. She was to be rebuilt here at once but the steel for her arches was not ready and she makes another trip.

The propeller Enterprise and two consorts load lumber at Midland for Chicago at $2.

The Pringle tow brought down with them the little schooner Chris Grover to Tonawanda and left the Sunshine at Dunkirk. The Sweetheart, which was waterlogged at Marquette, leaks considerably and will probably be docked.

The Ketchum did not come down with the Wilson tow as expected. She lies at Menominee lumber laden for Buffalo unable to get a tow.

Ore shippers are eager for tonnage. They are offering $1.25 for Escanaba, but boats are holding off for $1.50.

The report that the Lackawanna line is preparing to build more boats, though correct, is a little previous. Nothing will be done this month.

It is expected that the new northern line propeller North Wind will be down from Cleveland for a load some time this week.

Tugs Wilson and Byers, left for Amherstburg to tow here the propeller Tioga, which lost her shoe and rudder by going aground.

The new tug O'Brien, Captain Austin Hand, leaves for Oscoda, where, she takes the place of the tug Hand, burned last fall.

The schooner L. A. Law was short 62 bushels of wheat from Sundusky and the propeller Nevada 50 bushels from Toledo.

The new propeller John V. Moran of Ward's line made her first appearance in port. Like her twin sister, the Eber Ward, the Moran went to St. Ignace and brought down a full load of pig iron, 1,400 tons. She was built at Frank W. Wheeler's yard, Bay City, and is a staunch, fine-looking craft. She is commanded by Captain Albert Stewart, who has been in the line some time. Mr. Wheeler was in Buffalo yesterday and Mr. Frank Williams, superintendent of the yard where she was turned out came down on board.

Captain Frank Williams of the Western line propeller Albany takes command of the new Harlem, and Captain McDonald is transferred from the Chicago to the Albany. The appointment of Captain Cornish to the Chicago and Captain Buie to the Buffalo has already been mentioned.

The Manistique tow will not wait for coal this trip, but goes light to Oscoda for lumber to Chicago.

Ex-Alderman John M. Laughlin, who lately bought the schooner L. Seaton, has appointed himself master of her and has left with coal for Cleveland.

### PORT COLBORNE.

The schooner Tibbetts, which went down near Port Burwell in a storm some time ago, has gone to pieces and her coal cargo almost completely washed away. Carter Bros. sent their wrecking lighter, the Bay Trader, to the scene of the wreck with their new coal steam pumps, and the outfit returned here with about one hundred tons of coal from the wrecked vessel's cargo. The pump worked admirably, and had the Tibbetts held together they would have saved the entire cargo.

The steamer Frost came through the canal in the remarkably quick time of twelve hours, being equal to the quickest time of the smallest craft that goes through.

### ERIE.

For months past a bar has been forming across the channel in the harbor, and interfered so seriously with shipping that Erie was losing a large percentage of the ore and coal trade.

An appeal was made to Congressman Scott, and Friday morning the war department sent an order to Captain Mahan, the superintendent of this district, to remove the obstruction in the Erie harbor forthwith.

A piledriver owned by John Dodge of Erie broke loose from her moorings at that port and is lost on the lake.

## NIGHT LIGHTS.

*To the Editor of the Marine Record.*

In a recent issue of your paper, there is an article on lights to be shown by vessels at night to designate the course over which they are steering, and the system there advocated and explained seems to be excellent in its simple and direct form of application. Yet in the event of fog, mist, or falling snow, the lights could not be distinguished and consequently, something more would be necessary to warn vessels of each others proximity. While on the other hand, it may be argued that if the night was fine enough for an officer to watch the lights and distinguish the colors exhibited by a passing vessel, he could also see the regulation lights carried from sunset to sunrise, and by taking a bearing, determine the section of the compass, over which the vessel was steering with as much accuracy as if two or more vessels were having a pyrotechnic display. At the same time I am well aware of the fact that the pyrotechnic system has been in use by the various transatlantic liners for a number of years past, as a distinguishing signal, but the system has never been used to supplement the rule of the road; nor can I believe that the system would tend to diminish the chances of collision, if made compulsory by law, and I am inclined to believe that the rocket fired at intervals denoting the international danger or distress signal is almost as far as it is desirable to go, for I can see more fruitful souce of accident and misunderstanding in burning wrong colored lights, and by holding them in reverse positions, than if they were severely let alone, for any one can imagine an officer in charge of a ship on a dark, cloudy night, rushing below, probably, in his wet oil clothes, and hastily gathering up several lights, would be very liable to burn a red over white when blue was intended, or a blue light over red when white was intended. Of course this case does not apply to naval vessels or large passenger steamers, where plenty of talent and assistance are always at commaud, but it does hold the full force of the argument, so far as the merchant service is concerned, and where one person only has charge of the deek of a vessel during the night, and it is this service that requires the extra safeguards, and aids to navigation, admitting that a strict observance of the rules of the road will in all ordinary cases clear vessels from danger, yet there are sometimes exceptional circumstances where more aids mechanical, and scientific, would be very acceptable to the toilers of the deep. MARIMERS.

## THE NEW LINE FREIGHTERS.

The marine editor of the Chicago Tribune has been interviewing the management of some of the line freighters and finds the following discouraging facts in regard to some new boats this year. The notes made are of special interest to marine people of Cleveland as the boats named are among the carriers launched at this port within the past few months. The report is as follows: "When the Lehigh Valley brought out its handsome steamship E. P. Wilbur, last spring, and the Lackawanna opened its line, it was their expectation to work into the package freight traffic which had proved so profitable to the other railway lines. These expectations have not been fulfilled. The Wilbur has been withdrawn from the Chicago trade, and is taking coal up to Gladstone and flour back. Three of the other Lehigh Valley boats are carrying coal to Duluth, and the merchandise moved by the remainder trading here is small. The Lackawanna line has been equally unsuccessful in this branch of traffic, and its steamers are mainly carrying coal and grain. The season has not been favorable for newcomers, in that freights have been so low that rates could not be cut sufficiently to bring business and leave any profit. On this account the increase in their fleets which it was announced would be made remains in abeyance. At the same time the low freights have prevented other lines from building, and not a boat is projected, whereas a year ago contracts for over $2,000,000 in new craft had been placed.

[The managers of Lehigh Valley line has no doubt placed their bottoms where they will do the most good financially and the same may be said of the Lackawanna line. The marine editor of the Chicago Tribune seems to imagine that so handsome a steamship as the E. P. Wilbur ought not to carry flour or coal but have the monopoly of a choice package freight. It is unnecessary for us to mention that these vessels were built to carry freight and earn dividends, which they do to the satisfaction of the interested parties.—ED.]

## LAUNCH OF THE STEAMER NORTHERN KING.

The new steamship Northern King was launched from the Globe Iron Works Shipyard on Tuesday at 3 o'clock, the christening ceremony being appropriately performed by Miss Lula Forsythe, who also had the pleasure of celebrating by this event her own natal day. The Northern King is the third steel steamship built by the Globe Iron Works Shipyard for the Northern line, the two preceding ones being respectively the Northern Light and Northern Wind. The launh was witnessed by a large number of people, and we might add that to see a launch from the Globe Work iss now becoming quite an institution amongst a portion of the citizens of Cleveland, so much order and regularity being observed, that the time occupied in attending a launch may usually be determined on beforehand. We gladly pay tribute to the mechanical genius, and the thorough workmanship exhibited in the successful launching of this fine vessel. Too much praise cannot be given to the head of the department, who directed this important branch of the work.

Two more steamers for the same line are already on the blocks, and another goes on the block that the Northern King has just vacated so that the contract for the Northern line when completed will represent six of the finest class of vessels on the chain of lakes. As we have mentioned in a former edition, this line will next season be in a position to take care of a large freight business between Buffalo and Duluth, and the growing importance of the latter port warrants the introduction of this splendid fleet of steamers.

The Northern King being an exact duplicate of the two steamships already finished, her dimensions have already been published, yet at the risk of a repetition, we may state that her length over all is 312 feet, beam 40 feet, and 24 feet 6 inches is the depth of her hold. She has a triple expansion engine, cylinders 24, 38 and 61 inches with a 42 inch stroke. Her estimated carrying capacity is 2800 tons and her cost is $220,000. Her draft on launching was 6 ft. 10 in. aft and 3 ft. 7 in. forward. Captain Charles Brown, who was for several years in the steamship Columbia, and who is a brother of Captain Frank Brown will go on the new steamship, as master, and Mr. Whitney in the R. P. Flower, late engineer, will go in her as first engineer.

## THE MONTHLY LLOYDS SUPPLEMENT.

The September supplement of the Lloyds vessel register, is more than usually interesting. There are eleven new propellers, one tug, and two schooners in the list. Six of the first measure above 1,000 tons. The list includes the Mary H. Royce (size not given,) owned by Monroe of Grand Haven, and valued at $70,000; F. R. Buell, 1,199 tons, Weston and others, Tonawanda, $90,000; Harlem 1,858 tons, Western Transit Co., Buffalo, $250,000; Helena, 1,578 tons, Milwaukee tug line, $130,000; Sam Marshall, 649 tons, T. W. Kirby, Grand Haven, $78,000; John V. Moran, 1,035 tons; Ward's line Detroit, $90,000; W. B. Morley, 1,469 tons, W. B. Morley, Marine City, $125,000; North Wind, 1,885 tons, Northern Steamship Co. Superior, $225,000; John Rugee, 950 tons, J. Fitzgerald, Milwaukee, $80,000; Volunteer, 1,506 tons, Alger, Smith & Co., Detroit, $128,000; schooner Mary B. Mitchell, 915 tons, William Mitchell, Bay City, $53,000.—*Buffalo Express.*

## LAKE FREIGHTS.

The scarcity of vessels on the market for the last two or three days has had a strengthening effect on carrying rates for both ore and coal cargoes. A rumor was afloat that a few carriers had been placed for ore from Ashland to Ohio ports at $1.65, and the call for coal tonnage was sufficient to make the tone of that market quite as strong as in the matter of ore freights. Engagements yesterday were: Schooner J. E. Gilmore, coal, Cleveland to Gladstone, 60c; schooner E. R. Williams, coal, Lorain to Gladstone, 60c; schooner John Burt, coal, Fairport to Milwaukee, 75c; steamer Chenango and schooner Ishpeming, coal, Cleveland to Milwaukee, 75c; steamer Servia and consort Moravia, coal, Toledo to Duluth, on contract, 70c.

CHICAGO, ILL., September 5.—Vessel room in good demand, but owing to the scarcity of available tonnage rates to Buffalo were stronger, being quoted on the basis of 3¼c for wheat, 3c for corn, and 2¾c for oats. The Erie canal rate is steady at 4⅞c for wheat, and 4½c for corn. The Georgian Bay rate is firm at 2¼c for corn and 2⅛c for oats.

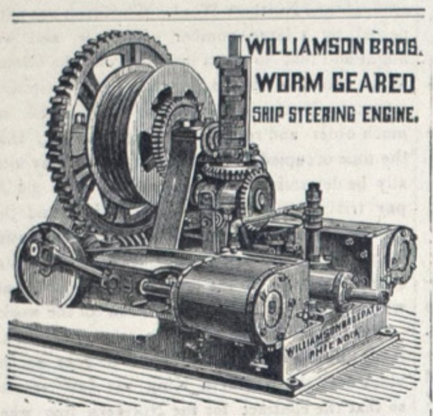
BUFFALO, N. Y., September 5.—Fair demand for coal tonnage at former rates. The situation is firming up a little and with freer receipts; in a few days freights will be stronger.

Canal freights were firm and a fraction better, with good demand for capacity. Wheat closed at 4c, corn 3⅝c to New York.

**First-class Merchant Tailoring.**

Done in the nobbiest style, according to monthly new fashion plates; made by none but first-class mechanics and none delivered unless to the entire taste of the Customer, can be procured by *Jos. L. Kohn*, practical tailor and cutter at the tailoring department of *Kohn & Co.*, 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store, Cleveland, O.

In the rear of the above Store a fine stock of the latest patterns of *Cassimeres*. Cloths, *Over Coatings, Silk Vestings*, can be found and owing to the fact, that this young genius of a garment cutter Mr. Jos. L. Kohn does his own cutting, (which alone saves $3) per week) and has the appartment in the above Store free of any expense it enables him to Save the Customers from $6 to $10 on every Suit of Clothes. Convince yourself by calling at 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store of KOHN & CO., Cleveland, O.

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Captain J. R. Jones.

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**Scott's New Coast Pilot**

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No one should leave port without a box of M. M. Glekler's marinecigars.

FOR SALE.

THE HANDSOME NEW FORE AND AFT SCHOONER W. C. Kimball, built at Manitowoc last winter, outfit all new and complete, 65 feet over all, 17 feet 4 inches beam, 4 feet 9 inches hold. Tonnage 31, 49 Apply to A. D JOHNSTON, Manitowoc, Wis.

YACHT FOR SALE.

SLOOP YACHT NORDEN, 45 feet water line, 13½ feet beam, in first-class sailing condition, for want of time to run, is offered for sale at a bargain. Address F. W. FINCHER, Pentwater, Mich.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

FOR SALE.

BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

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A steam barge 125 thousand capacity; will carry 150 passengers, only one year old; a good twelve mile boat in the best, possible condition; will be sold at reasonable and on easy terms. For further particulars inquire of MARINE RECORD, Cleveland Ohio.

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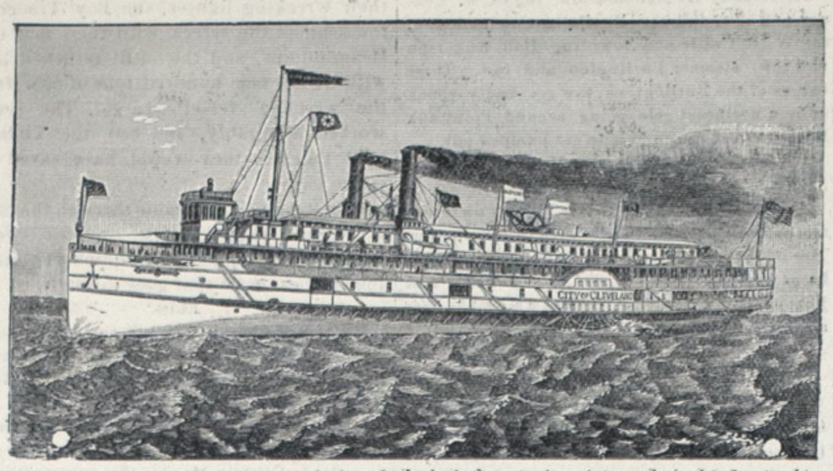

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WRECKING TUG

LEVIATHAN, CAPT. M. SWAIN, STATIONED AT CHEBOYGAN

With plenty of Wrecking Material on board and in Warehouse.

**A PUZZLE.**

Which Man is the Tallest?

*If you measure carefully the figures in this cut you will find that the man who appears the shortest is in reality the tallest. If you will coal your boats at my dock, adjoining S. F. Hodge Iron Works, you will get better dispatch and better COAL than at any other place in the city.*

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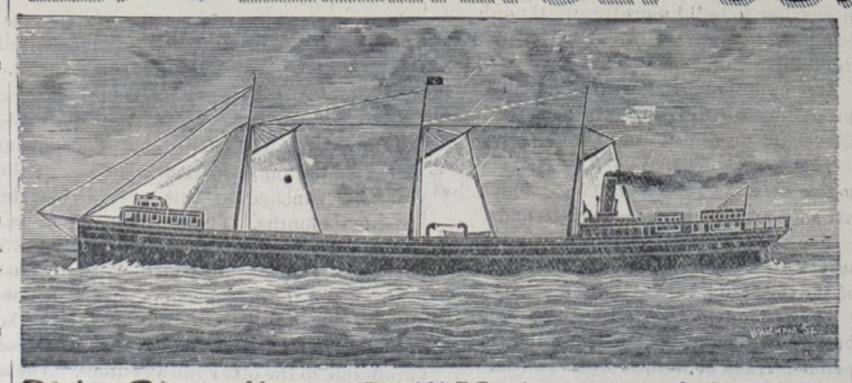

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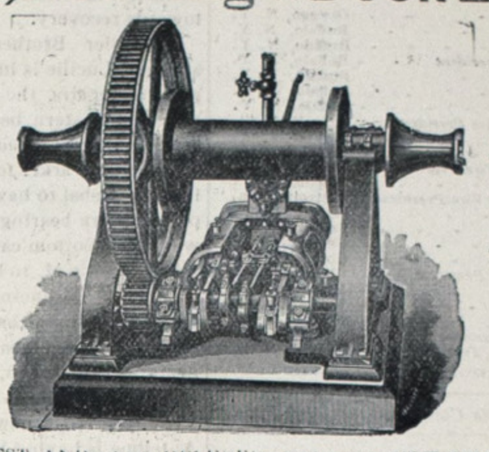
Specially adapted for Boat uses, Raising Sail, Hoisting Anchor, Pulling in Tow Line etc., etc.



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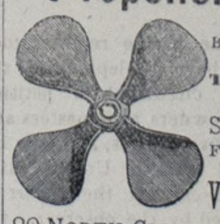

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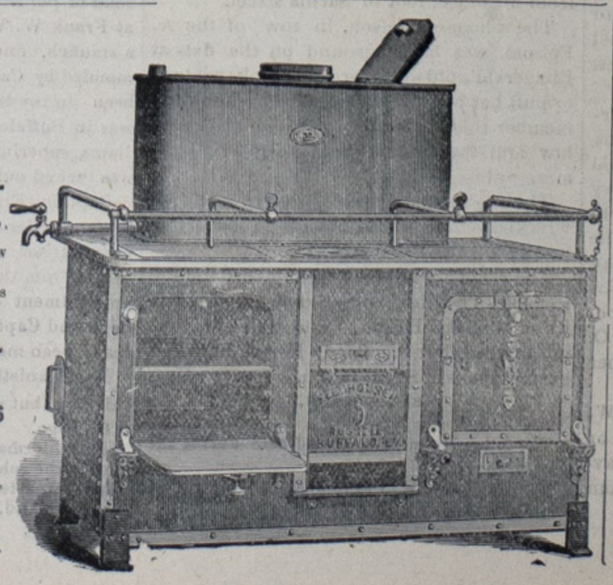

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And Synopsis of Marine Laws. Every vessel man wants one. For sale by marine clerk at all custom houses. Price 50c. See it.

## *Lake Shore & Michigan Southern.*

Commencing Monday July 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive. | Depart. |
|---|---|---|
| No 4. Fast Limited Express | *2 55 A M | *2 55 A M |
| No. 6 N. Y. & Boston Ex. | *1 35 A M | *1 40 A M |
| No 8, N. Y. B & A Express | *8 *5 A M | *8 50A M |
| No 26, Elyria Accommodation | †7 45 A M | |
| No 10, Toledo Ac'm via Sandusky | †11 05 A M | |
| No 10, Toledo Accom via Norwark | †11 05 A M | |
| No. 24, Buffalo Accommodation | | † 7 00A M |
| No. 10, New York & Boston, "Flyer" | | *11 50A M |
| No 12, N Y & B Fast Express | *2 35 P M | 3* 45 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 40 P M | |
| No 26, Conneaut Accommodation | †4 25 P M | |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | *12 15 A M | *12 15 A M |
| No. 23, Cleveland Express | *2 15 A M | |
| No 3, Chicago Express via " | §5 30 A M | 5 45 A M |
| No 25, Mich Accom Norwalk | | †5 45 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 20 P M |
| No 5, St Louis Ex via Sandusky | *10 50 A M | *10 55 A M |
| No 9, Chi Pac Ex via Norwalk | *6 55 P M | *7 15 P M |
| No 31, Elyria ac to Elyria only | | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | |

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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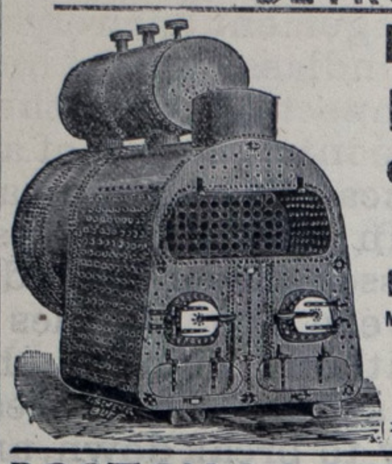

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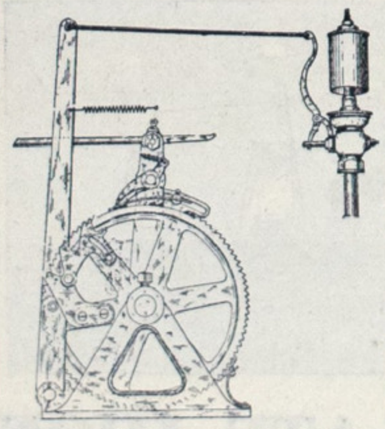

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

### *Chase Fog Whistle Machine*

This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN, R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND, HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S. FAY, R. P. KANNEY, SMITH MOORE, CHARLES J. SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

*To the President and Board of Supervising Inspectors of Steam Vessels:*

Your committee to which was referred the 'Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON,
} Committee.

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THOMAS LIGGET, Prop'r.

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THE CYCLONE STEAM FLUE CLEANER,
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THE CRESCENT TUBE EXPANDER,
THE CRESCENT COMPRESSION GREASE CUP,
THE CRESCENT HACK SAW,
THE CRESCENT LUBRICATING COMPOUND,
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SUPPLY TRADE SOLICITED.

CRESCENT MANUF'G Co, 315 Michigan St, Cleveland, Ohio.

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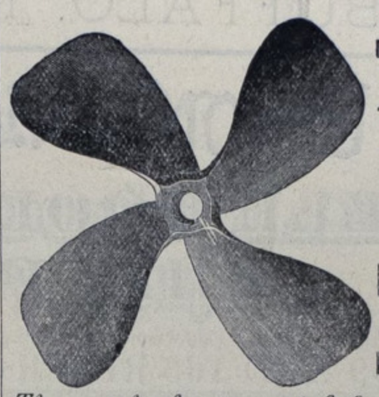

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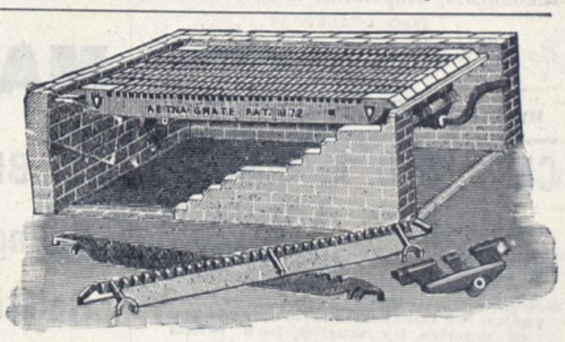

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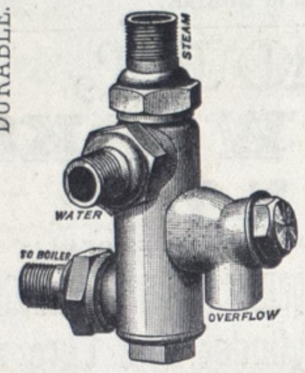


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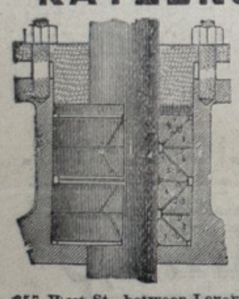

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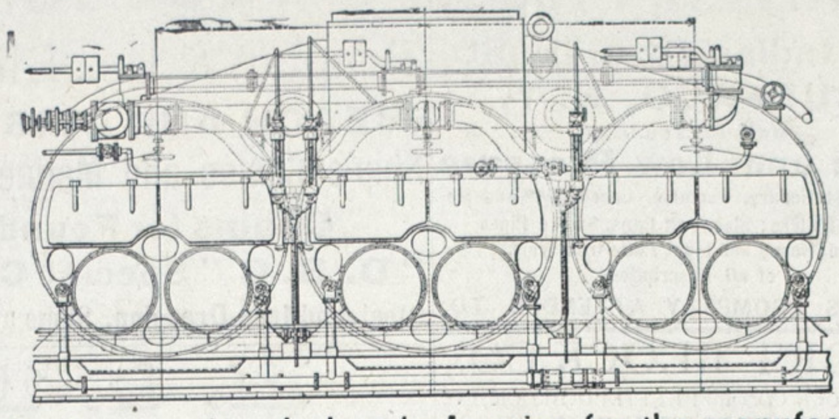

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